

HAMILTON COUNTY BOARD OF COMMISSIONERS
AUGUST 31, 2007

The Hamilton County Board of Commissioners met on Friday, August 31, 2007 at 7:30 a.m. at the Hamilton County Highway Department, 1700 South 10th Street, Noblesville, Indiana. President Dillinger called the meeting to order and declared a quorum present of Commissioner Christine Altman, Commissioner Steven C. Dillinger, and Commissioner Steven A. Holt.

White River Crossings [7:32]

Mr. Brad Davis discussed possible White River bridge crossing locations. The first possible area is 116th Street to 146th Street with possible crossings at 126th Street and 131st Street. Davis stated there is a possibility to build a crossing at 126th Street but it will take a long time and be very expensive. Dillinger asked what are the most current discussions with Fishers? Davis stated they have not had any discussions with Fishers. Mr. Matt Knight stated geographically to split the difference of the corridor it would be 131st Street, but 131st Street goes through the south end of Conner Prairie, the north end of Prairie View Golf Course so this cancels this crossing. The other crossing is 136th Street, there is a slight corridor that a road could be built; the challenges would be the west end it would cut through Riverwood Park and there are a number of archeological sites in the area and it would take an extensive amount of time, work and expense to go through that process. Another issue would be at the east end, there is the “T” intersection at 126th and Allisonville Road and then it drops off. It is a large marshy, forested area. Shoemaker Ditch is in the area and it would take a couple of bridges to cross the ditch. The elevation difference between Allisonville and the forested area is almost 40 feet, it is a big drop-off. The other challenge would be crossing the river at a very high skew which would add costs to the bridge. Knight stated the bridge is possible but it would be a real challenge. There are a lot of environmental and engineering hurdles and it would take a long time. Dillinger asked how much money? Davis stated the bridge over the river would be estimated to cost \$6 million, including the corridor it would cost at least \$20 million at today’s dollars. With federal aid it would take 5-7 years, if there is no federal aid it would take 3-5 years. Altman stated she wonders how much resistance would we get from the residents? Dillinger stated the resistance would be from Fishers. Mr. Mike McCool, Beam, Longest and Neff, stated it would be a two lane bridge and would double the length of the 146th Street bridge. Altman stated it is not worth the investment for two lanes. We need to look at where we would make a thoroughfare difference. Dillinger asked if there is any other location in this area that would be more feasible? Davis stated probably not. Dillinger stated he agrees with Altman, given Fishers does not want it and the expense it may be better to spend the money somewhere else. Altman stated the only alternative would be to divert north-south traffic to River Road and the new bridge would be east-west, but there is not a huge value to that. McCool stated the 1998 traffic study for that location showed the only traffic pattern affected would be east-west movement on 116th Street. Dillinger asked if there would be any value to put a north-south bridge between 141st and 146th to simply decongest the traffic? Davis stated no. Commissioners agreed to stop looking at this area.

Altman stated we need to look at relieving 146th Street and Allisonville, during rush hour traffic, maybe a possible overpass. Holt asked if Allisonville is our road? Mr. Jim Neal stated we control to our project limit, Fishers annexed about 300 feed into that but the county still controls maybe a quarter mile south. Dillinger stated he has tried to sell that idea on SR 37. Altman stated she is advocating that we should at least preserve the right of way at this stage before a subdivision goes in. Dillinger agreed. Holt confirmed they are talking about the southwest corner? Altman stated yes. Holt asked what are the options? Davis stated it would have to be an interchange. Holt asked were do you sit in traffic? Altman stated both sides. The issue is the stack of the turn lanes. Holt stated Allisonville needs to be four lanes to eliminate the problem. Holt stated this is a residential neighborhood and an overpass seems bizarre. Dillinger stated he does not know about the overpass but four lanes may be the answer. Altman requested traffic counters be placed, both directions. Dillinger asked the highway department to come up with recommendations.

Knight stated looking at 146th to north of Conner Street; the possibilities are Carbon Street, Pleasant Street, which uses the Midland Trail crossing, 186th Street has Field Drive, and 191st has been ruled out because of the development that is underway. Knight stated the 161st Street has wetlands, environmental issues with the Beaver Materials site, and the connectivity; there is no where else to go other than to connect to Allisonville Road. Knight stated the same issue is on Carbon Street; it would be a local reliever but would only connect to Allisonville and would not help move traffic through Noblesville. The recommended crossing was Pleasant Street which uses the Midland Crossing. The benefit to that crossing would be to tie it to Cherry Tree Road and up to Hague Road and then with Noblesville extending Pleasant to SR 37, it would become a bypass of downtown Noblesville. Dillinger stated the issue would be the congestion between 9th Street and SR 37. Holt stated the Stop sign at 11th Street should be taken down and make 10th Street a “No Left Turn”. One left car will stack up everything for one light movement. Altman stated the other mess is at Clover where the stop light was installed. Holt stated that would be huge for anyone living northwest to stay out of downtown, it looks very functional. Altman stated if we use the trail access we would have to have significant right of way because we would lose trail access. Dillinger asked if a bridge over Cicero Creek would have to be built? Davis stated yes, there would be two bridges. Davis stated they were thinking of phasing the project. Dillinger asked if they have talked with Noblesville? Davis stated no. Holt asked if they have considered bringing SR 19 down and do another crossing? Davis stated that is an option, to tie it into the west bank. Discussion of SR 19 traffic followed. Altman stated she is concerned about the cooperation, time, and money that Noblesville will put into this. Dillinger stated Noblesville does not have any money at this time, if it is put on their planning screen they may be able to come up with the money by the time we needed it. Altman asked if there is a possibility for State participation? Davis stated he would think there would be some participation, it would depend on how we connect to the State’s roads. Discussion followed. Dillinger asked if the commissioners agreed that this is an area we need to focus on and have the highway department bring back information to us. Altman and Holt agreed. Dillinger and Holt would like a focus on how to tie in SR 19.

Dillinger stated he saw a lot of nice bridges on his vacation out west; he would like to see us look at not having the heavy sides on the bridges that block the view. All of the states he visited they emphasized the railings and how to see the view. McCool stated Indiana has adopted the NCHRP report, which is a federal crash testing standard, which most states have adopted. Some states have their own crash testing standards. Indiana has given a selection of rails that are crash test ready, the rail selection has been expanded to allow more visibility. A lot of their choices have a concrete portion at least two feet in the air.

Altman asked if projects that are not designed can be included in the MPO Call for Projects? Davis stated yes. Altman asked what is going to be submitted for the projects due October 15? Davis stated Olivo Road, and he has inquiries in on whether enhancements qualify i.e.: 146th on the Monon and the sidewalk on the Morse Causeway.

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Altman asked what if we include this bridge? Davis stated they could submit it, but you need traffic data to show a benefit.

2008 Highway Budget [8:16]

Davis presented a draft of a letter to the county council regarding the highway COIT budgets.

2007 COIT Budget	\$8,659,448.00
Expenditures	\$4,043,135.55
Anticipated PO's/Expenditures	\$3,772,343.32
Projected Balance	\$843,969.13

Dillinger stated this is not the amount council was talking about the highway balance left, it was \$4 million, they were looking at cash. Davis stated the projected balance is due to three out of four projects being federal aid projects that are slow going through the system. We have to re-submit each request beginning at square one. There is approximately \$790,000 budgeted that is for federal aid that we will not have obligated out of the 2007 budget. We will need those funds next year. Dillinger asked Holt if this is the money he suggested we go ahead and spend and then go back and ask for an additional appropriation? Holt stated yes. Davis stated that is possible, the council agreed to provide matching funds, did they agree to provide right of way funds? Altman stated she considers that matching, it is all necessary fund for the federal projects. Holt stated council has already said they would provide the matching federal funds, whether we do it up front or go to council on a monthly basis to request it; it is their agenda if they want us there every month we can do that; our priority is to get some work done. Holt asked if the highway council representatives are meeting with the highway department on a monthly basis? Davis stated we meet on an as-needed basis. Davis stated they discuss additionals, transfers, budget carry-overs, and they have given them the entire 2008 budget submittal. Dillinger asked how could they not understand where the cash balance came from? Davis stated if you look at the cash balance they said \$4 million but it is now \$2.9 million because we have spent some money. Davis asked how much should he send to council? Dillinger stated send it all. Dillinger suggested Davis meet with Belden and Schwartz to explain it to them so they understand. Altman asked how much did they allow? Davis stated \$6.92 million; the spreadsheet does not show where the additional cut needs to come to make the \$6.92 million. There is still \$120,000 that needs to come out of the top. Holt stated he would look at the \$790,000 you have on the federal match. Altman stated the point is what they allowed was no projects, this is all preservation – it is all paving, structure replacement, and bituminous replacements. Altman stated they did not even give us enough for that. Altman stated we can not run a highway department without knowing what our budget is. Holt left the meeting [8:32]

Davis stated they plan a federal fund submittal on the Olivo Road segments, we don't have any funding right now, they are designed and are prime candidates for federal aid. The Call for Projects is due October 15. We probably will not know if we are successful until May, 2008. In terms of staging if by chance the council gives us money to build those, would we want to wait until May to see if we receive federal aid before we launch into that with county funds? Altman stated we need to know where the balance is coming from, if she understands his question. Davis stated if council give s us money to build some of the roads we have asked for, Olivo Road is on here, would we want to wait to see if we are successful with federal aid before we start? Altman asked if he is saying before we make the request of council? Neal stated if they fund us completely do we want to start the project in March before we know if we are getting federal aid? Altman stated no, for our purposes if we convince them to give us more COIT money we throw it in a line item and don't spread it out until we know if we have federal aid. We have huge projects sitting in the list and she does not know if anyone at the MPO would root around to find out if we could fund it or not, she would not want to taint that. Altman stated not even spread it out in the projects, if we get more we'll throw it in there and say we are going to spend it on other projects and then move it around if we had to. If we get the federal said we want to go back and ask for the 20% match. Neal stated it will probably be a little more than 20%. Right of way is done, the plans have to be checked to make sure we are in compliance with current standards. Thurman stated it would probably be one year or more if we get federal aid to get it through the system, if it is funded locally we could start in March. Altman confirmed we would add 10% to 12%. Davis stated it does not make sense to him if we are going to get federal aid to spend county money when we could spend it on something else.

236th Street

Altman stated another project is 236th Street; did we include a multi-use path on each side or one side? Neal stated there is no path on either side. Altman stated if we are going to be multi-modal that is a significant east-west corridor. Neal stated on the portion east of Cicero there is a six foot paved shoulder and then beyond that is another five foot earth shoulder before you go into the ditch. Neal stated beyond the white line to edge of pavement is what we considered to be the bike lane. Altman stated that is more than sufficient. Neal stated we can stripe it a bike lane or leave it a shoulder.

Legacy Development

Discussion of the Legacy Development on 146th Street was held. Altman asked if we have discussed frontage roads with the developer; Altman stated it should be put in the thoroughfare plan that any future development on 146thStreet will require frontage roads. Dillinger agreed. Dillinger asked if there is an access point, besides River Road, that they can get to an intersection? Davis stated Cherry Tree Road. Dillinger confirmed the access points would have to be on the east-west, not on the north? Neal stated yes, their main boulevard comes out to River Road. Altman asked if they have access to River road and Hazel Dell Road? Mr. Dave Lucas stated they will in the future. Neal stated that is not one of the first things they want to build. Dillinger asked what has been said to the developer about access? Lucas stated we have said that we wanted the commissioners' opinion before we tell them what they can have. Altman stated they could easily design with a frontage road across the entire development. Dillinger stated the best he would be willing to do would be one ingress/egress. Davis stated the main drive lines up with the apartment complex on the north. It is hard ot give them a right in/right out only. Neal stated when we did land acquisition on the 146th Street project, Precedent donated the right of way, everything we needed, and an easement for stormwater as long as they could have that full access opening. Altman asked if we are willing to say it is an intersection with no signalization, it will warrant a signal the minute it is put in. Davis stated maybe not immediately. Lucas stated the project completion date is 2015. Lucas stated Block 1, on the west end, does not extend to Cherry Tree. The frontage road would not reach Cherry Tree. Altman stated it would reach River Road, if they put it in. Dillinger stated or the access road. Lucas stated the access road is scheduled for the third or fourth phase of the project, which would be after the initial development.

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Lucas stated the Block A residential is in primary plat stage with Carmel, we met with Carmel yesterday in order to get all of the agencies on the same page. Dillinger asked what is Carmel’s position? Lucas stated he does not think Carmel has any problems with it. They approved the PUD, which showed the preliminary layout. Dillinger asked who is the engineering firm? Lucas stated Stoepplewerth. Thurman stated they are moving dirt. Lucas stated approvals have been given for drainage. Dillinger stated he agrees with Altman, they need to look at an access road. Altman asked if we can give the highway department direction to designate on the thoroughfare plan were we would allow access points all away across. We would be justified in a resolution saying those are the access points you need to bring your development with frontage roads to meet those points of access. Dillinger asked what about the access point for Greystone on the north side? Altman stated if it is full access on the north side and it lines up she is more inclined to allow that one. Dillinger agreed. Davis stated it makes sense, but it would be with a caveat that they pay for it. Altman stated it will still mess up traffic; she wants to look right now on signalized access points and make everybody build to that standard. Thurman confirmed Altman is talking about full access points, because without limited access right of way and you have to give them some access. Altman stated right in/right out is a lot different than full access. Dillinger confirmed the front access would be a Stop sign, not a full signalization. Altman stated Stop on north-south. Altman stated we should approach this that in the event we should ever allow signalization it will be at their costs, it will be synchronized, it will be every bell and whistle we can put on it. Davis confirmed initially it is one location, not right in/right out? Dillinger stated we can negotiate with that. Altman stated it needs to be developed with frontage roads.

Dillinger adjourned the meeting [8:55]

- Present**
Christine Altman, Commissioner
Steven C. Dillinger, Commissioner
Steven A. Holt, Commissioner
Brad Davis, Highway Director
Jim Neal, Highway Engineer
Joel Thurman, Highway Staff Engineer
Matt Knight, Highway Bridge Engineer
Dave Lucas, Highway inspector
Fred Swift, Administrative Assistant to Commissioners
Kim Rauch, Administrative Assistant to Auditor

APPROVED
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ATTEST

Robin M. Mills, Auditor